

by the assertion that "all the accidents do not happen to unlicensed pilots."

It is perhaps within the bounds of belief that a service which has been in operation so long as the pilot service of Japan must have had its reverses, but Mr. Devenish is unfortunately in his selection. As the pilot of the steamship *Angers*, mentioned by him as having been anchored on a lee shore in Owari Bay with a typhoon coming on, I would beg to call your correspondent's attention to the published account of the affair in your issue of September 19th, 1892. Mr. Devenish's twenty-one years' experience (he does not say in what capacities) and his extensive knowledge of the coast have availed him little if he does not know by now that the south-easterly winds which are the precursors of a typhoon could not place the *Angers* on a lee shore in the south-east corner of Owari Bay. That the blow on shore when the sudden shift of wind came, against which she could not steam up to her anchors, is true. But those who were in Kobe during the typhoon when the *Hilma Rickmers* was wrecked in a similar manner would hardly think of laying the blame on the unlicensed pilot who berthed her.

In the case of the *Changsha* the captain and owners will doubtless feel indebted to Mr. Devenish for the first intimation of that vessel having been on the Motomatsu Spit. Also, as the knowledge of an "Empress" having stuck in Shimoneki Straits seems confined to your correspondent, perhaps he will extend his courtesy to the extent of enlightening the public as to the vessel and captain, also whether he writes of his own knowledge or from hearsay.

It would indeed be a monument of praise of the Licensed Pilot system if Mr. Devenish's meagre list of casualties could be relied on as correct.

AMOY NOTES.

(FROM OUR CORRESPONDENT.)

October 9th 1893.

After having been threatened for the past four or five days with a repetition of last month's typhoon, the "cloud" has now fortunately cleared and we are apparently in for a spell of bright and bracing early Autumn weather. As soon as the indications of an approaching typhoon were judged by the weather-wise to be unmistakable, every precaution was taken against any recurrence of the damage done by our last unruly visitor; merchandise, as well as private effects (in the low-lying houses), were put away for safety, but luckily our labourers, our forethought being like unnecessary. However, however, the destructive storm of the 11th ult. and to the permanent precautions taken by godown owners; it is rather a striking fact that only one foreigner has had the common sense to have the floor of his buildings raised! The others, apparently, are content with the prospective protection that mud walls from two to two-and-a-half feet high grant them. It is to be hoped that they will never be put to the test.

The rate of exchange of this municipality are to meet in the Amoy Club to-morrow to discuss the question of raising the taxes on property from 3 per cent., which has hitherto been the rate, to 4 per cent. per annum. This proposal has been made with a view to forming an "extraordinary" fund to be expended on the roads etc., which were so badly cut up by the last big storm, and there is no doubt that residents will really fall in with the idea. We have many pretty well here but the roads are in a state of ruin. The *Taipei*, wife of the Halphong Ting, died of paralysis at the Ting's yamen on the 2nd inst. A funeral service is yet to be held at the yamen and will be attended by all the local officials while the body of the deceased lady will be sent back to her native place for burial.

In my last "Notes" I intimated a recent local occurrence bearing on the condition of native women in the municipality (7) in which they are often held, and the cruelities in which many of them find their lives cast. I now have another to report, the victim this time being the fourth concubine of a well-known official residing on the island. It seems the unfortunate woman, who had once been the apple of her lord's eye, lost favour and for a long time past has been snubbed and neglected. Life having lost all that makes it worth living to a Chinese woman, she elected to fathom this for New York, the medium of a cable. It is asserted that the cable was made to save the woman even when her condition became known, and that she died after many hours of agony.

Since all the other tea-exporting ports have already furnished figures on the trade done those of Amoy may also be of interest. Business is still brisk although offers are somewhat easy. The steamers *Sirathian* and the ships *Clan Gordon* and *Luzon* are now loading tea for New York, the *Glenfruit* is also loading tea for New York. The following table showing this season's tea business in comparison with the same period of last year, to 20th October 1893, is taken from a report just issued by the local Chamber of Commerce.

FORMOSA OOLONG.			
Arrivals.	Settlements.	Stock.	
4-chs.	1-chs.	4-chs.	
1893-371,210	308,019	63,171	
1892-315,000	274,885	40,124	
AMOY OOLONG.			
1893-72,612	53,315	19,297	
1892-46,056	43,722	2,334	
TOTAL AMOUNT EXPORTED.			
Formosa Oolong.	Amoy Oolong.	Grand Total.	
lbs.	lbs.	lbs.	
To United States:-			
1893-922,443	63,731	985,181	
1892-978,533	1,091,631	1,069,964	
To Europe:-			
1893-15,364	15,759	31,123	
1892-40,578		40,578	

CHINESE MINISTERS ON CHRISTIAN MISSIONS.

I.—MINISTER KWON.

In his diary for the 27th day of the 5th moon, 1890, Minister Hanch writes the following:—

On examining the records of our Foreign Office for 1877, 3rd moon, I find a memorial by our then Minister to England, Kwob, Vice-President of the Imperial Board on "Christian Missions," which the people of China above all greatly hate.

Of late years in Honan, Fukien, Anhui and Szechuan, mission troubles have frequently arisen, so that the people and the Christians fight against each other with death. Most of the officials do not manage these according to law, because they cannot know all the reasons why Western nations promote Christianity.

On examination we find that Christianity began with Moses and Jesus Christ. Several centuries afterwards Mohammedanism arose from Arabia. Again, a thousand years later, Luther of Germany followed the Western Church, and the Protestant religion arose. Now Greek is the origin of Western letters, and is called to get the name of Greek culture, they are called to get the name of Greek Church. (1) The origin of all is in Moses. The rules of each religion may differ from each other, but in worship, in chanting Scriptures and in the worship of the God of Heaven they are really one. Roman Catholicism spread from Jesus and

prospered most of all in Rome. The West allow (and regard the Pope as really above all orders of religion, exciting every other order to emulate one another; when once they make it their business to spread their religion they seek to get men to follow the rule of their order so that it may spread widely and remain permanent. The Protestants have also copied their example and do likewise. For in all Western orders there are rules of their founder which they daily follow. Those near Rome all follow Roman Catholicism. From Germany and Switzerland westward to England and the United States all follow Protestantism. From Turkey eastwards they practice Mohammedanism. Russia is the furthest north and alone follows the Greek Church. Each Church has its little classic marked—whether Greek Church or non-conformist. If forced to follow the other, then immediately trouble arises. For example, Turkey originally belonged to the Roman Catholics and those who became Mohammedans in each province frequently rebelled, for those who lived in the same city and built a place of worship were to be of one religion and were not allowed to differ. But that the religion of the Sages of China is a magnificent one clearly proved by making differences between religions, therefore Buddhism has been practised since the Han dynasty (200 years). The Christian religion and the Mohammedan religions came to China in the Tang dynasty (more than a thousand years ago) and their followers were permitted to propagate their religions freely. In the early part of the Tang dynasty, Oloron, the Nestorian, brought sacred Scriptures and idols, and on this account put up the Syrian temple. It is the stone inscription of how this religion came to China. The priests of this temple said that their religion arose in *En Lin*, and this is just Judea where Moses was born and flourished. The God they worshipped was that of the Christians. At that time the Buddhist religion was flourishing so that few followed the Christian religion. In the Ming dynasty, Matthew Ricci came to the East. Shu Christian temple and the Christian religion then began to spread throughout the Empire. In the beginning of the present dynasty, Europeans were again authorised to build a Roman Catholic church, but Chinese subjects were forbidden to join the religion. The reason for this was that to allow Europeans to set up a religion and teach Chinese subjects to follow them was not right, therefore the Emperor Yung Ching at first even forbade the Roman Catholic church, but the Mohammedan temples were not forbidden, because there was a difference between following one's own religion and forcing other people to follow it.

I estimate that the aim of Moses originally, in putting up the commandments to check people's desires and exhorting them to do good, was not different from that of our holy religion (Confucian). In 1859 the Emperor's ban forbidding the following of the Roman Catholic religion was removed. France really takes Roman Catholicism under its wing, and under the pretence of protecting Christianity uses its power to injure to protect it. Thus the vicious and lawless, once they rely on the Church, set themselves against the mandarins; even those who have committed heavy crimes enter the Church to get protection. There are others who, having enemies, rely on the missionaries in order to have revenge on their enemies. As soon as a Roman Catholic church is built in a prefecture, a county, or market-place, the region at once gets into trouble and there is no living in peace. The work of the missionaries in two provinces of Szechuan and Kweichow is worst of all. Therefore the people of every province as soon as they hear the name of the Roman Catholics become excited and are ready to fight; it is not without a cause.

My humble opinion is, that all kinds of missionaries working in countries of a different religion are not allowed in Western lands. China does not forbid a foreign religion, but religion allows it. It permits Christians to act wickedly, to rise up and compel the local magistrate to administer the law wrongly, and is long-suffering even to repressing loyal subjects for the sake of Christians. This also shows that the Treaty can never be carried out in China either.

It is very urgent that some reform be made so that the people may live in peace and remove all suspicions and hatred. I implore the Emperor to command the *Viceroy* and *Governors* to clearly understand the *Regulations* and instruct their respective subordinates that they should not treat Christians differently from other subjects, but that all Christians, whether in all the countries should be managed justly. If there should be any favour shown, the mandarins should be at once degraded. If foreigners transgress, let them be dealt with according to foreign law. If Chinese transgress, let them be dealt with according to Chinese law. There should not be the least difference in favour of or against subjects because they are Christians.

Moreover, your Minister has heard that Roman Catholic teachers are called "Priests" and Protestant teachers are called "Pastors" that they are all well educated and the majority are most diligent in doing good. All the missionaries in China are Roman Catholic priests. Those who have the largest number of converts are considered the best. Robbers and thieves and wicked men (if they have many converts) are ordained priests. The more wicked men are received into the Church the more do local subjects regard the Church as disgraceful. Even many of the smallest intelligence seek themselves far away from Christians. Therefore during the twenty years in which Christianity has been propagated in China the scholars and people regard the followers of the priests as detestable.

I also implore the Emperor to command the *Viceroy* and *Governors* to meet and consult with the *High Magistrate* in Peking and decide on satisfactory measures by which the preachers and believing scholars who truly observe the rules of the Church and who do not give themselves up to do mischief may be authorised to become priests. In this way the people will understand that the Church exhorts people to do good and checks them by evil and there will be no trouble. If the Church troubled without reason the local authorities must put the clergymen down according to law; reprimand, compensate, and restore. Those who are at enmity with the people can only be dealt with according to the gravity of the case; they are not to be put off by compensation in order to do the trouble.

Your Minister suggests these on account of the many troubles arising in connection with Christian missions in every province.

REMARKS.

This document is a great advance on the ordinary official view of Christianity given in the Chinese *Blue Books*, but still leaves much to be desired. It is weak in claiming for China alone the magnanimity to tolerate all religions. The Minister is unaware of what England does in India. Moreover, the magnanimity of toleration arises many vain efforts to stamp out Buddhism, while it protects the followers of these religions from molestation. It does not to this day grant to these equal privileges with Confucianism. None of these, as such, can become officers of the State. But India does give the fullest toleration without any religious disabilities. The document is also weak in giving French interference and French protection of native Christians as

a reason for Chinese Government opposition to Christianity, for it shows that it was tolerated before the Treaty was made, and the reason then given was that Christians forced the heathens to follow them, a manifest absurdity. What the Government evidently meant was that they would not tolerate it if its converts increased in numbers. This is a new meaning of toleration. As to the sweeping assertion that all Chinese Christians are bad, it is as difficult for Europeans to believe as for Confucianists to believe that all Confucianists south of the Yangtze are bad. Still the document has a far better grasp of the unity of the Semite religions than is usually found among the Chinese authorities. It is also very sound in the practical advice which it gives, viz. that Christians should be treated with strict impartiality. If this were only carefully followed most of the mission troubles would be at an end. On this account we very heartily rejoice to see the document. "T. R." in *N. C. Daily News*, September, 1893.

REPAIRS TO VESSELS AT SEA.

The sailing vessel and the steamer both possess points of superiority over each other in respect of their ability to outlive a storm. Both have equally vulnerable points. The violence of a storm may dismast the sailing vessel or disable the machinery of a steamer. In both instances the means of propulsion are rendered useless, at least for the time being. In a vessel, however, seldom the engine might be suddenly deprived of all means of propulsion. In this respect the sailing vessel is somewhat the superior of the steamer.

Considering the great number of sailing vessels continually afloat it is remarkable that more cases do not occur where they are placed almost utterly helpless through the loss of all the masts. Such a condition of things is perhaps even a more serious matter at the time than for a steamer to become disabled by the loss of its engine. But the sailing vessel again has the advantage over the steamer in the quickness with which damages of this kind can be made good, at least sufficiently so to enable the vessel to make port. Repairs to a steamer at sea cannot be made quickly and often mean a delay of hours, if not days, according to the nature of the accident. It is of course more difficult to mend a fracture of a joint in metal than it would be in wood. But apparently old style methods prevail in effecting repairs of this kind on a steamer. The hand-drill is still in use and this extremely slow method of boring bolt holes into steel shaftings is paralleled in with the consequent loss of a very great deal of valuable time. It may be that there is some advantage to be gained by the use of this slow method of repairing fractures to shafting, but it suggests itself that the quicker the work were done the sooner the steamer's machinery would be in working order, the risk of further disaster through helplessness be avoided. For this reason it cannot be quite understood why in all cases of the kind a portable steam drill could not be used effectively. Certainly the work could be done in very much less time than is possible with the hand drill. The necessity of the repairs is not essential. It is, however, imperative that they be made as quickly as possible. Certainly the sailing vessel is ahead in being able to mend the machinery of the vessel at such times for the continuance of the voyage.—*New York Maritime Register*.

THE WILD-CAT COLUMN.

(From Sydney Bulletin.)

Speculative mining is dead in Sydney. Yet scores of ventures for about Pitt-street, waiting for a mining "bug" who can come out, there are exceptions, but the broad, golden rule for investors is that no N.S.W. gold mine is worth a rap. If you gamble in gold, gamble in Gympie, Charters Towers, Bendigo, or Ballarat.

A firm of Melbourne sharebrokers have compounded with their creditors for the good old 2d. in the £. The *Bulletin* will expect to see the time when the average composition will be nothing in the £, and the creditors will have to feel that it looks very like it indeed.

If the British creditors carry out their threats, then there will be more exciting times in Melbourne where, for nearly sixteen months past, Victorian politics have consisted entirely in a frantic struggle to decide whether Matthew Davies should or should not be allowed a chance to "demonstrate his innocence." Meanwhile, so far as the creditors are concerned, the Federal Bank seems to be "panning out" if possible, a little worse than the Mercantile.

As for the unclaimed balances, they are robbery pure, simple, and undiluted. When a depositor dies and leaves no heir to claim his balance, the bank, instead of handing it over to the Curator of Intestate Estates, generally annexes the amount and says nothing. When the depositor goes mad, or disappears, or forgets the existence of his balance, it does likewise. Gradually these balances run into millions—how many can only be guessed at.

A correspondent in the Malay Peninsula writes the *Bulletin* that out of 40 odd local rock-pit mines three now are succeeding. Money has been spent by the handful, but it is probable that the success of these now making money may induce some of the others to start again on a sounder basis. Cost of transport of supplies, by long climate, and wretched native labour are some of the reasons that the mines are hipped. The reefs also are not at all well defined, but occur in fluting masses in the soft slate country. Bibby, the Raub gold-mine manager, lately arrived in Singapore with 1,100 oz. smelted gold. The tonnage is not stated, but as it was turned out by heads it would be a good yield for three months' run. The gold was won from surface stone. Another tonnage is on the mine awaiting the sinking of the lode at a greater depth. Transport is the mine's greatest difficulty, all machinery having to be carried in small boats.

Bibby is hopeful of the Selanger railway being carried on to Raub, which should then boom. According to the cable, a committee of the victims of the defunct Liberator Building Society—the concern which shut up with a £300,000 or £400,000 shortage—is going to Buenos Ayres to kidnap the principal robber, James Spencer Balfour, and bring him away secretly in a packing-case, and hand him over to justice. Victorian bank creditors should make a note of this. In Melbourne, a whole assortment of fraudulent bankers wait about the streets waiting to be kidnapped, and nobody ever dreams of molesting them.

The unclaimed balance is half-brother to the umbrella that is forgotten in a cab, but while the law permits of a cabman being sent to jail if he doesn't send the umbrella to the Government, per medium of the police, the idea of galling the bank-manager and director for misappropriation of lost property has never even been mentioned. A few where a very unclaimed balance would, after a certain number of years, be paid in to the Treasury would be valuable as a means of instilling certain rudiments of honesty into the banking business.

The object of the "inner reserve" isn't very clear, but it may serve many purposes. For instance, it may cover the unsecured overdraft of somebody at a crisis, or the embarrassment of a well-connected officer, or money may be borrowed from the inner reserve to suddenly swell the dividend to an abnormal size when the board wants shares to go up with a run in order that it may sell itself. The inner reserve, in fact, is often a device for service, or corruption fund, accumulated by systematic falsification and kept in readiness for purposes that aren't explained—possibly because they won't bear explanation. Two mysteries of Australian banking which are urgently in need of elucidation by a State audit department are the "inner reserves" and the unclaimed balances. The inner reserves, so far as any light has been thrown upon them, are certain sums of the shareholders' money which are kept back by the directors for their own purposes. They are accumulated by protracted falsification of the balance-sheets—by overrating liabilities or undervaluing good assets; and in some banks they have amounted to £100,000, or even more. As they don't appear in the balance-sheet, that document is practically bogus.

The proposed Federal Bank re-constitution has struck a fatal snag. The British creditors, instead of taking kindly to the re-constitution scheme of Mr. Priestly, co-manager and present liquidator, formed that gentleman should be removed from his billet, and talk about a prosecution of ex-directors. The appointment of the manager of a broken-down bank to be liquidator, after its failure, is a thing which only the subservient Australian would tolerate. Next to the assistant director, the manager is the man above all others who usually has no interest in too loudly advertising the exact state of affairs; and the idea of appointing him to track out misdoings—seeing that he must have had some sort of hand in them if there were any—is a ludicrous burlesque.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is a remarkable remedy for Consumption, Scrophula, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrophulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."—A. T. T. FERRIS, 22, Lombard Street, London, W. Agents: Messrs. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Today's Advertisements.

ST. JOHN LODGE
OF HONGKONG.
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th instant, at 8.30 for a 9 o'clock precisely. Visiting Brethren are cordially invited.
Hongkong, 12th October, 1893 [1081]

AUSTRIAN LLOYD'S STRAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEIDA, ADEN, BOMBAY, COLOMB, PENANG AND SINGAPORE.

THE Steamship "MARIA VALERIE" having arrived, Consignees of Cargo are hereby informed that the Goods, with the exception of Oils, are being landed at their old place into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo:—
From Venice, ex S.S. "MASSIMILIANO" transhipped at Trieste.
From Calcutta, ex S.S. "AGLAIA," transhipped at Colombo.
From Trieste, ex S.S. "IMPERATOR," transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersecretary before NOON on the 12th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countermanded by C. ZANELLA, Agent.

Hongkong, 12th October, 1893. [1087]

DR. KNORR'S
ANTIPYRINE.
(DOSE FOR ADULTS 15 TO 35 GRAINS TROYS.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE. Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vaseline; it effects in stimulating the closing up of Wounds, is described as amazing.
To be had at every reputed Chemist and Druggist.
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Hongkong, 1st April, 1893. [1089]

Intimations.

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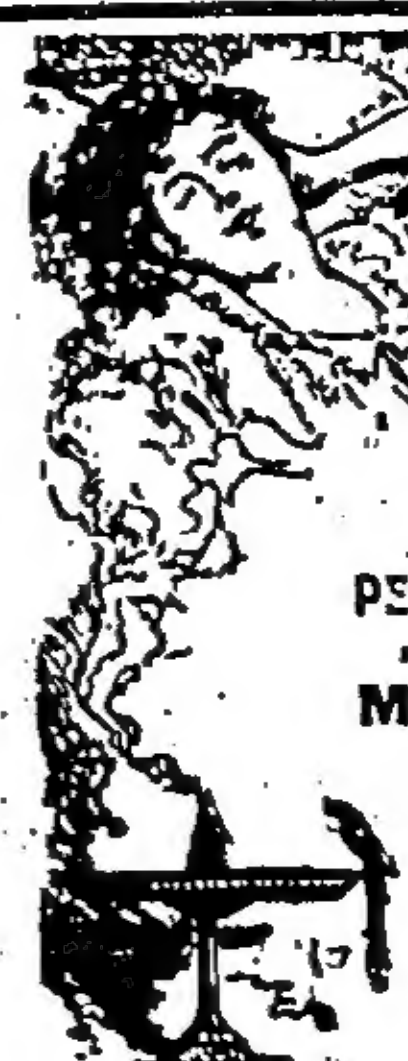
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Hongkong, 19th August, 1893.



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These Cones are composed entirely of Aromatic Plants carefully selected for their insecticidal properties, and although destructive to insects, they are quite harmless to man and animals. The odour when burning is very agreeable, and being they may be used to fumigate sick rooms, as the most delicate invalid can support the fragrance.

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HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road, Hongkong, 24th August, 1893 [1030]

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Monthly Board for One Person...\$35.00
Tiffin...\$15.00
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SPECIAL TIFINS and DINNERS served in Excellent Style at short notice.

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Hongkong, 3rd May, 1893. [1028]

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COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.

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FLETCHER & Co. have on hand a good selection of Druggists' Sundries and Patent Medicines.

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AGENCY & AGENCY Co., Ltd. Hongkong, 6th October, 1893. [1066]

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DAVID SASSOON, SONS & Co., Hongkong, 19th September, 1893. [1031]

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THE HOUSE, No. 30, RIFON STREET.

Rent moderate. For terms apply at THE MEDICAL HALL.

Hongkong, 1st October, 1893. [1077]

Notices of Firms.

NOTICE.

IT is hereby notified that Mr. ARTHUR WINSTANLEY retires from our Firm this day.

CORNES & Co. [1035]

Yokohama, 30th September, 1893.

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS" Hongkong, (A.B.C. Code 4th Edition.)

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Messrs. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

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The Bank of China, Japan & the Straits, Ltd.—nominal.

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Geo. Fenwick & Co., Limited—\$15 per share, buyers.

Hongkong Hotel Company—\$12 per share, sales and sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamen Hotel Co., Limited—\$4 per share, sellers.

Panjin Mining Co.—\$54 per share, sales and buyers.

The Raub Gold Mining Co., Limited—\$44 per share, sales and sellers.

The Balmoral Gold Mining Co., Limited—25 cents, per share, sales and sellers.

Société Française des Charbonnages du Tonkin—\$30 per share, sales and buyers.

The Jelabu Mining and Trading Co., Limited—\$42 ex. div., sales and sellers.

New Inang Mining Co., Limited—nominal.

London and Pacific Petroleum Co., Ltd.—nls. China Sugar Refining Company, Limited—\$150 per share, buyers.

Lucon Sugar Refining Company, Limited—\$34 sellers.

A. S. Watson & Co., Limited—\$101 sales and buyers.

Dakin, Cruickshank & Co., Limited—\$14 per share, sales and sellers.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.

The Hongkong Land Investment Co., Limited—\$71 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—\$54 per share, buyers.

The West Point Buildings Co., Limited—\$20 per share, sellers.

H. G. Brown & Co., Limited—\$10 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$38 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$84 per share, sellers.

Hongkong Gas Company—\$110, per share, buyers.

Hongkong Ice Company—\$67 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$1 per share, sales and buyers.

The Green Island Cement Co.—\$3, sales and buyers.

The Hongkong Electric Light Co., Limited—\$3 per share, sales and buyers.

The Hongkong Steam Laundry Co., Limited—\$21 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$674 per share, sellers.

EXCHANGE.

On LONDON—Bank, T. T.2/5½
Bank Bills, on demand2/5½
Bank Bills, at 4 months' sight2/5½
Credits at 4 months' sight2/5½
Documentary Bills, at 4 months' sight2/6½

On PARIS—
Bank Bills, on demand3.08
Credits, at 4 months' sight3.15

On INDIA—
T. T.194½
On Demand194½

On SHANGHAI—
Bank, T. T.71
Private, 30 days' sight74

VISITORS AT THE HONGKONG HOTEL.

Mr. F. J. Bishop.	Mr. A. B. MacDonald.
Mr. W. Buchanan.	Mr. T. Mitchell.
Miss Buchanan.	Col. & Mrs. Mulcahy.
Mr. J. Chetchem.	Mrs. F. W. Phillips.
Captain T. D. Cunningham.	Mr. F. von der Floden.
Mr. G. Edwards.	Mr. F. E. Shean.
Mr. T. Glover.	Capt. & Mrs. Stenham and child.
Mr. J. Kishner.	Mr. H. A. S. Thomson.
Mr. J. Kitchood.	Mr. F. W. Robertson.
Mr. O. Levy.	Mr. O. Waris.
Mr. L. Lion.	Captain Young.
Mr. R. Lyall.	

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Adamson.	Capt. and Mrs. Moore.
Mr. F. Benson.	Mr. and Mrs. Riach.
Mr. F. Carr.	Mr. H. W. Robertson.
Mr. Capt. and Mrs. Hunt.	Mr. A. V. Sheela.
Mr. V. Kofod.	Mr. A. Fiedlay-Smith.
Mr. W. H. R. Lexley.	Mr. Sparrow.
Mr. MacLean.	Mrs. E. Tomlin.
Mr. McArthur.	

Post Office.

A MAIL WILL CLOSE.

For Swatow and Shanghai.—*Per Soochow* to-morrow, the 13th instant, at 10.30 A.M.

For Amoy, Foochow, and Wenchow.—*Per Amoy* to-morrow, the 13th instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—*Per Amoy* to-morrow, the 13th instant, at 11.30 A.M.

For Hainan.—*Per Hongkong* to-morrow, the 13th instant, at 1.30 P.M.

For Hainan.—*Per Hongkong* to-morrow, the 13th instant, at 1.30 P.M.

For Saigon.—*Per Choancho* to-morrow, the 13th instant, at 2.30 P.M.

For Saigon.—*Per Gloucester* to-morrow, the 13th instant, at 2.30 P.M.

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(Continued.)

FRÖBERG, Norwegian steamer, 719, *Gillichsen*, 9th October, —Molli 3rd October, Coal.—Order.

FU-PING, Chinese steamer, 525, J. Watta, 9th Oct., —Canton 9th October, General.—C. E. & M. Co.

GLUCKSBURG, German steamer, 918, P. Thomsen, 10th Oct., —Salgon 9th October, Rice and Flour.—Melchers & Co.

GUTHRIE, British steamer, 1,494, P. Helms, 9th Oct., —Kobe 2d October, General.—Gibbs Livingston & Co.

HAIPHONG, French steamer, 874, H. Galatti, 9th Oct., —Haiphong 6th Oct., General.—Messageries Maritimes.

HONGKONG, French steamer, 738, C. Bastran, 10th Oct., —Haiphong 7th Oct., General.—A. R. Marty.

INDEPENDENT, German steamer, 1,003, Schiffer, 11th July, —Martimes 15th June, General.—Wieler & Co.

JACOB, CRUISEKING, German steamer, 700, A. Hundewaldt, 7th October, —Hollo 3rd October, Sugar.—Carlows & Co.

LAWANG, German steamer, 1,537, P. von Blanz, 10th October, —Kobe 9th Oct., General.—Siemsen & Co.

MOOTU, British steamer, 1,827, T. Golding, 17th Oct., —Tacoma, U.S.A., 12th Sept. and Yokohama 30th, General.—Dodwell, Carilli & Co.

MONOKUTI, British steamer, 858, Chas. Stone, 4th Oct., —Bangkok 22nd Sept., and Koh-chang 23d, General.—Yuen Fat Hong.

MORAY, British steamer, 1,411, Thomson, 9th Oct., —Karatsu 4th Oct., Coal.—Dodwell, Carilli & Co.

NA SA DEL ROSARIO, Spanish steamer, 406, Roman Olaviera, 13th Sept., —Manila 22nd Sept., General.—Branda & Co.

PEKIN, British steamer, 118, Raymond, 11th Oct., —Amoy 9th October, General.—Chinese.

PERA CHOW KLAO, British steamer, 1,012, J. Fowler, 9th Oct., —Bangkok 30th Sept., and Koh-ai-chang 2nd Oct., Rice and General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopan, —Hongkong and Whampoa Dock Co.

RIO, German steamer, 1,108, C. H. Davidson, 6th Oct., —Probolingo 27th Sept., Sugar.—Wieler & Co.

SOOSHOW, British steamer, 999, N. Martin, 7th Oct., —Singapore 2nd October, Rice and Paddy.—Butterfield & Swire.

TEKMAN, British steamer, 1,495, Geo. Ramsay, 6th October, —Sydney 17th Sept., Coal.—Butterfield & Swire.

VERONA, British steamer, 1,876, C. H. S. Tocque, R.N.R., 9th Oct., —Yokohama 1st Oct., Mails and General.—P. & O. S. N. Co.

WHAMPOA, British steamer, 1,109, L. Dawson, 5th Oct., —Bangkok 26th Sept., General.—Butterfield & Swire.

SAILING VESSELS.

ADOLPH, German bark, 567, E. Westergaard, 21st Aug., —Hamburg 22nd April, General.—Siemsen & Co.

BUTTERN, British barquentine, 393, J. Strensch, 17th Sept., —Albany, W.A., 39th July, Sandalwood.—Order.

CENTENNIAL, American ship, 1,223, B. J. Colcord, 6th Sept., —Singapore 23d August, Timber.—Order.

CREEDMOOR, British ship, 1,448, W. B. Kennedy, 28th August, —Shanghai 19th Aug., Ballast.—Siemsen & Co.

ELIZABETH ARRENS, German bark, 397, T. Alm, 5th Oct., —Tientsin 21st Sept., Beans.—Captain.

EMERY, CRUISEKING, American ship, 1,249, A. J. Parsons, 3rd Sept., —Salgon 24th August, Paddy and Rice Flour.—Order.

F. SKOLFIELD, British ship, 1,023, W. E. Sherman, 4th Oct., —Singapore 13th Sept., Timber.—Master.

GEORGE STEINSON, American bark, 1,875, E. S. Murphy, 6th August, —New York 12th April, Kerosene Oil.—Captain.

JOHN CURRIE, American ship, 1,848, R. S. Lawrence, 4th Oct., —Shanghai 23rd Sept., Ballast.—Order.

JOHN R. KELLEY, American ship, 2,255, O. E. Chapman, 1st Sept., —New York 9th May, Kerosene Oil.—Master.

LUCY A. NICKELS, American bark, 1,330, C. M. Nichols, 3rd Aug., —New York 6th March, Kerosene Oil.—Melchers & Co.

NAM SHUN SING, Chinese 3-m. sch., 368, Lok Li Tong, 3rd August, —Salgon 24th August, Wood.—Yong Kee & Co.

ORIENT, German bark, 461, C. Christiansen, 5th Oct., —Singapore 16th Sept., Timber.—Order.

SOMALI, British 4-masted ship, 3,332, D. Morgan, 17th May, —Singapore 21st March, Ballast.—Order.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S HARTYEN'S GENUINE
PAINTS AND COMPOSITION
HARTMANN'S GREEN PAINT.
DAMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 14th July, 1893. [798]

PORTLAND CEMENT.

MANUFACTURED BY

THE ONODA CEMENT COMPANY,
AND
THE NIKON CEMENT COMPANY.

THE UNDERSIGNED are now prepared
to Execute Orders at Moderate Prices.

THE MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, 13th September, 1893. [900]

HONGKONG TIMBER
YARD, WANCHAI.

REGON-PINE SPARS AND LUMBER
Always on Hand.

L. MALLORY.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

—10—

1893.

1893

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA5,000 Tons.....WEDNESDAY, 1st November.
EMPRESS OF INDIA5,000"WEDNESDAY, 29th November.
EMPRESS OF JAPAN5,000"WEDNESDAY, 27th December.

THE STEAMERS of this Line pass through the famous **INLAND SEA OF JAPAN**,
 Call at **VICTORIA, B.C.**, to Land and Embark Passengers.
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and
 through to Great Britain and the Continent of Europe, at Current Rates, with Passenger
 choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of is-
 suance to date of re-embarking at Vancouver.
SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval
 Military, Diplomatic and Civil Services, and to European Officials in the service of China
 and Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from
 the Pacific to the Atlantic Seaboard, and running its own Sleeping Coach through without chan-
 ging. The Dining Cars and Mountain Hotels on this Route are owned by the Company and the
 appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated
 by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN,
 General Agent

Hongkong, 5th October, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;**

VIA
**THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki,
Kobe, Inland Sea and
Yokohama) Thursday, 25th Oct.,
 at 1 P.M.

Oceanic (via Nagasaki,
Kobe, Inland Sea and
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
 at 1 P.M.

Gaule (via Nagasaki,
Kobe, Inland Sea and
Yokohama) Tuesday, 5th Dec.,
 at 1 P.M.

THE Steamship

"BELGIC"

will be despatched for **SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA AND
YOKOHAMA, on THURSDAY, the 25th Oct.**
 at 1 P.M. Connection being made at Yokohama
 with Steamers from Shanghai.

Steamers of this line pass through the **IN-
LAND SEA OF JAPAN**, and call at Honolulu,
 and passengers are allowed to break their
 journey at any point *en route*.

Through Passage Tickets granted to England,
 France and Germany by all trans-Atlantic lines
 of Steamers, and to the principal cities of
 the United States or Canada. Rates, and particu-
 lars of the various Routes may be obtained
 upon application.

Special rates (First-class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic and Civil Services, to European
 Officials in service of China and Japan, and to
 Government officials and their families.

Passengers who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or *vice
versa*) within one year, will be allowed a dis-
 count of 10 per cent. *This allowance does not
apply to through fares for China and Japan
to Europe.*

All **PARCEL PACKAGES** should be marked to
 address in full; and same will be received at
 the Company's Office until **FIVE P.M.** the day
 previous to sailing.

Consular Invoices to accompany Cargo des-
 tined to Points beyond San Francisco, in the
 United States, should be sent to the Company's
 Office, addressed to the Collector of Customs,
 San Francisco.

For further information as to Freight or
 Passage, apply to the Agency of the Company,
 No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1893.

SIEN TING, SURGEON DENTIST, No. 10, PAGULAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1893. [1053]

DENTISTRY.

**FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.**

M. R. WONG TAI-FONG,
 Surgeon Dentist,
 (Formerly articled Apprentice, and latterly
 assistant to Dr. ROOKER),
**HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel),
CONSULTATION FREE.**

U. S. MAIL LINE.

PACIFIC MAIL STEAM- SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

China (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 17th Oct.
 at 1 P.M.

Peru (via Nagasaki,
Kobe, Inland Sea
and Yokohama) Saturday, 4th Nov.,
 at 1 P.M.

City of Rio de Janeiro
 (via Nagasaki, Kobe,
Inland Sea & Yoko-
hama) Thursday, 23rd Nov.,
 at 1 P.M.

THE U. S. Mail Steamship

"CHINA"

will be despatched for **SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on TUESDAY,**
 17th October, at 1 P.M., taking Passengers &
 Freight for Japan, the United States, and Euro-
 pe.

Steamers of this line pass through the **IN-
LAND SEA OF JAPAN**, and call at Honolulu,
 and passengers are allowed to break their
 journey at any point *en route*.

Through

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mogul.....	Thursday.....	October 19th.
Victoria.....	Thursday.....	November 9th.
Tacoma.....	Tuesday.....	December 12th.
Mogul.....	Tuesday.....	Jan'y. 2nd, '94.
Victoria.....	Tuesday.....	Jan. 23rd, '94.

THE Steamship

"MOGUL"

Captain Golding, sailing at Noon, on THURSDAY, the 19th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and copies must be sent forward by the steamer in the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to

DODWELL, CARLILL & Co., Agents,
Hongkong, 29th September, 1893.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for a kind of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Adults and Children's Under-clothing, Children's Dresses and all kinds of Embroideries. Materials can be supplied, if required.

The Superiores will also be most grateful for any FAKES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893.

J. W. KEW & CO'S
STEAM WATER BOATS.
PURE FRESH WATER.

THE attention of SHIPOWNERS, AGENTS and CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantage derived from their being able to Supply the Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging Cargo.

Quickest despatch with lowest possible rates.

J. W. KEW & CO.,
c/o Carmichael & Co., Ltd.,
Hongkong, 17th June, 1893.

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WATCH AND CHRONOMETER MANUFACTURERS, JEWELLERS,
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Opposite the Telegraph Office.

"FOR THE BLOOD IS THE LIFE?"

CLARKES
WORLD-FAMED
BLOOD MIXTURE
THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleaning and clearing the blood from all impurities it cannot be too highly recommended.

For Scrofula, Scumy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.

It cures Old Sores.

Cures Sores on the Neck.

Cures Sores on the Legs.

Cures Bloodheads, or Pimples on the Face.

Cures Scumy.

Cures Ulcers.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Clears the Blood from all impure matters.

From whatever cause arising.

It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.

Clark's Blood Mixture is sold in Bottles 2s. 6d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CLARK'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clark's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp. Clark's World-famed Blood Mixture, blown in the Bottle, without which none are genuine.

Printed and Published by ROBERT FRASER.